

Saturdan

BLOOMFIELD AND MONTCLAIR

WILLIAM P. LYON, Editor and Proprietor.) OFFICE. CHIRLES M. DIVIN, Associate Editor. Bloomfield, N. J.

AN INDEPENDENT WEEKLY JOURNAL OF LITERATURE, EDUCATION, GENERAL NEWS AND LOCAL INTERESTS. \$2.00 A YEAR-IN ADVANCE

VOL. III.--NO. 26

SATURDAY GAZETTE, BLOOMFIELD AND MONTELAIR

AN INDEPENDENT WEEKLY JOURNAL of LITERATURE,

EDUCATION,

POLITICS, GENERAL NEWS.

and LOCAL INTERESTS.

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creased liability to get out of order.

y smooth and in prime working condition, greater speed could be made, and heavier loads could be carried without any increase of power. It would be difficult to estimate this saving in figures, but it is well known that the wear and tear of horses and vehicles on bad roads are very great, and that they constitute a very large ndirect tax in addition to the direct tax laid upon the people.

POPULAR BOOT & SHOE STORE, awt, the drawing power was:-

> ment. On a broken stone road, laid on the ground. On a gravel road, laid on the ground

on a Telford road. out of the calculation.

Ladies and gentlemen wishing a stylich and desirable Boot or Snow can have an opportunity of examining the finest stock ever offered to

he road materials,

that there are Telford roads in Orange which have been in u-o for over three years

OUR ROADS.

[Concluded from last week.]
Enough has now been said to indicate
the features peculiar to each of the roads
mentioned, and to convey an idea of their COMPARATIVE MERITS.

In this connection it is necessary to con sider them, not only with regard to their adaptation to the uses for which they are ntended, and to their first cost, but also with regard to the costs of keeping them ip; for it is only by a proper summing up the cost of construction, with the cost of repairs, that a true idea of the expense of a road can be obtained.

Good roads are needed, not for tempoary purposes merely, but for the use and vear of years, and it would be poor econo my to save in the first cost, if by so doing, he amount saved were to be more than salanced by an increased expenditure for annual repairs.

The first cost, of course, would depend n a measure upon the kind of materials niest easily to be procured; but, all being equal in that respect, gravel, on raccount of the greater ease of handling it, would make the cheaper road; macadamized, or noken stone roads, would come next in order, and Telford roads, with a macadamized surface on a paved foundation. would cost the most; aithough the diference in cost between macadam and Telford roads, if made of equal thickness, would not be very great, for the cost of hammering and setting the Telford pavement is offset by that of breaking up an equal mass, while the total amount of stone needed would be no more than if the road were formed entirely of broken

Of two roads, made equally smooth, one of gravel with a mixture of good bind-ing material, and the other of broken stones, the gravel road, so long as it remained in pertect order, would be as allowance be made for the increase in the satisfactory for light travel as the other marketable value of the property adjoining But the test of a road is its condition in the improved road, it will be found that bid weather, and its power of sustaining heavy travel without being cut up into ruts or worn full of holes, and judged by get out of repair.

aces was learned in connection with the as well. roads in Central Park. Many of the Telfor roads there are finish with a top as an approximate rather than as an accu dressing of gravel about one and a had inches thick, and the engineer speaking of the care necessary to keep them in order, said that his only reason for using gravel at all, was that he was unable to get quarry screenings in sufficient quantities erty, which they occasion. to meet his requirement.

As between the two kinds of broken stone roads—the macadam and Telford experts are decided in their preference for those with a paved or Telford founds

It is claimed that the cost but little, any more, and that, even if there were a greater difference in the first cost, they would be cheaper in the end, because by distributing the weights over a large surface, and by preserving the covering material from the destructive effects of frost they would be more useful and last longer han those in which the broken stones are aid immediately upon the ground.

They would also cost less for repairs, and it is believed that the saving in this respect would, in a little time, make up for any excess of their first cost over that of an equally well-made macadam road.

But in addition to this saving in the cost of repairs, there is another important gain which would result from there de-

It is that, the road being more constant

The effect of different kind of roads upon the hauling of loads has been shown by a serious of experiments; and it was for application to it, was \$2.65 per cubic ound that to haul a wagon weighing 21 yard. On a broken stone road, laid on pave

46 pounds 147 pounds

The power required on a gravel road being more than three times that needed These facts are of such a character that no consideration of the cost of road improve ments would be complete if they were left

So far as your committee have been able to learn, the Telford possesses all toe advantages of the other systems of roadmaking, and is superior to them because he foundation, which distinguishes it rom all others, saves the under lying soil rom the softening effects of the water which filters through the road, because it preserves the stone covering from the de structive effects of trost, and because it distributes the weight of heavy loads in way that greatly reduces the wear upon

In this connection, it is proper to refer to an impression which has been made that the annual cost of repairing Telford roads than two and one half inches in their largis very large -one starement fixing the amount as being equal to twelve per cent, on the cost of construction. The statement is clearly an error, and must have been into small preces, the sctual cost of a based on misinformation, for all the facts Telford road will be less than that of a obtain by the committee go to prove that macademized road. roads of the kind cost less for repairs than In support of this, it may be mentioned

A gentleman who for three years has been tee have no hesitation in recommending chairman of the street commission there, them as the best road for adoption in said that after investigating all the differ ent prements in use, the Telford pave-ment proved to be the cheapest and the hest, that it cost less than any other for repairs, and that visitors from gravel regions had been there to obtain information with a view to making similar roads in their own neighborhoods.

During his three years' service as Commissioner, they had not found it necessary to make repairs save in a few exceptional cases, and then it was done by simply loosening the top with picks and putting on a thin layer of fine stones, after which the surfaces was rolled, making it as good With regard to the expense of these

oads those in Orange cost about \$3 per running foot, the pavement on Main street being made sixteen inches thick, and on other streets twelve inches,-the latter being considered thick for everything but heavy trucking. At the present fime it is thought the

cost would not be so great, and in a conversation with reference to it, one of the representative of the Telford Pavement Company of Orange offered to put it down in Montelair, during the coming season for \$1.20 per squ re yard, which is equiva lent to \$2 67 per running foot, or \$13,967 per mile, for a road twenty feet wide. This sum may seem large, but has al eady been remarked, the cost of a road cannot be fairly considered without taking inte account what it saves in the cost of

annual repairs, and in the wear and tear of animals and vehicles, and what it gains for us in the shape of increased comfort and convenience, greater speed, and the greater weights of loads to be drawn upon it. If this be done, and all the advatages which it secures to us be credited against the cost of the road,—and, further, if due these roads are not so expensive as they at first seem to be.

In Orange, it is said that on every street that standard the broken stone roud would on which the Telford pavement has been be much the better, and not so likely to laid, the advance in the value of property has been from \$10 to 20 per foot of from gard to the repairs needed on gravet sur- of the better streets, but of the poorer ones This estimate was intended, probably,

rate statement of the increase of value but it is undoubtedly true that the cos of improvements, similar to those made in Orange, is small if compared with the increase in the value of the adjoining prop-But, in addition to all that has been

it wise for the township of Montclair to adopt the Telford system, rather than any It has been assumed to this p int that one kind of road materials could be obtained as easily as another, and the opinions expressed with regard to the probable comparative cost of the different roads

have been based upon that supposition. But in Montclair, there is a wide diference in this respect, for while we have an abundance of the best material for Telord roads, if an attempt be made to make gravel roads, the gravel must be obtained in another, and perhaps a distant locality. It cannot now be stated how far it would be ne essary to go for it, but it is safe to say that there is no certainty that the nearest gravel pit will supply the right kind of gravel, for the different varieties vary so much with regard to their fitness for the purposes of road building, that one of the most difficult parts of the work is to obtain gravel necessary to bring it from a distant point, the increased cost of cariage will add largely to the expense of

Mr. Kellogg, the engineer in charge of the "Bureau for the construction of Roads and Avenues" in the city of New York, said that out of a great many varieties of gravel which he had tested, he had found only two which proved to be satisfactory, and to get them it was necessary to go so far from the city that the cost of the grave in piles at the side of the road, and ready

There is a shrinkage of twenty-five pe ent, in the bulk of gravel, caused by rollng it after it is put in the road, and a cubic yard will therefore make only one foot of road, twenty feet wide, and, unless we should be more fortunate than they made by this gentleman has proved that have been in New York, the material for a the theatre is incurably bad. If more gravel road, without counting the expense were needed to make the proof an absolute of putting it on the road would cost nearly demonstration it would be found in the of putting it on the road would cost nearly as much as a Telford road, finished an ready

On the other hand, there is no place where Telford roads can be made more heaply than in Montelair, for the reason that we have an abundant supply of trap rock, which is admitted to be the best stone for the purpose, and so situated that it will require comparatively little haul-

As between Telford and macadam roads t is believed that if they were made qually thick of such materials as we have, Telford roads will cost no more, and perthat the labor of setting the foundation of indecency. tones by hand will be no greater than to break them into small fragments; for it must be remembered that in macadamized roads, no stones are alowed of a size greater est dimensions, and your Committee believe that, on account of the hardness of trap-rock, and the difficulty of breaking it

No place can be better situated for mak ng Telford roads than Montolair, and in view of the facts that they are without doubt the best and the most 'durable, and that the kin of materials which can most without a dollar of expense for repairs, and easily be obtained, render it possible to which are in good order at this time. construct them under more favorable circles and the second order at this time. Some most valuable facts were obtained cumstances as regards cost than either of from the authorities in Orange the other roads mentioned, your Commit-

Montclair.

In closing their report, the Committee wish to say that the interest which they feel in the subject of read improvements makes it seem to them that their whole duty will not have been performed until they express their conviction that it will be both wise and expedient to begin, with field. as little delay as posible, to improve the roads of the town.

There are few places that present so narry attractions as Montchair, and, if the moccupied lands are made accessible by good roads, so that the more distant parts, an be reached comfortably and quickly t any season of the year, there is no reason to doubt that the tide of population, which us already set so strongly in this direction. will greatly increase, and will create a denand for property which, at present, ecause of its distance from the depots and he difficulty of reaching it over the roads ve now have, is not suitable for occupation y those whose business makes it necessary for them to travel daily in the cars. It matters not how pleasantly the lands are situated, if they cannot be reached com fortably, they must remain unoccupied and nnimproved. But connect them with the depots and with the business centre of the town, by roads over which it will always be possible to drive rapidly, and they will soon become valuable

Houses and fences will be built, trees ed between Bound Brook and Amboy by will be planted, each new comer will help the 1st of August. to increase the already growing tide of improvement; and the addition to the value of property will be so marked that the cost of the improved words will be so that the cost of the improved words will be so the Pope \$ 00,000 in money besides arge return.

Committee.

NATHAN T. PORTER. ALFRED TAYLOR J. W. PINKHAM, WM. JACOBUS. JOS. VAN. VLECK,

DATED MONTCLAIR, May 6, 1874.

SCHOOL HINTS FROM GERMANY. - A ne

tice in the English Courchman of Mr

Matthew Arnold's "Higher Schools and Universities in Germany," condenses much said, there are local reasons which make of the in ormation contained in that book. We extract from it the following: "The plan of studies in the German higher chools is fixed for all, it appears, by ministerial authority. Some years age the hours of work were thirty-two in the week As this was found too much for the health of the children, in most schools the hours have been fimited to twenty eight of regular school work in the week. The school hours are from seven to eleven in the morning in Summer, and from eight to twelve in Winter, and in the afternoon all the year round from two to four. This is a wise plan to secure as many of the golden hours of the morning for teaching, when the faculties are at their freshest, and the memory is the most receptive. Against those who cry down classical learning in our public schools, and cry up modern sciences and modern languages, we may orge the salutary practice pursued in the German grammar schools, where we find the studies in the following proportion Latin has ten hours a week given to it. Greek has six hours, the mother tongue only two hours, mathematics four, French two hours, geography and history two hours, and the natural sciences two hours. Every class in every school has religiou instruction; in some schools this extends to three hours a week, and in some to two hours. It is another ferture of the Ger man system, that all the pupils learn sing ing and gymnastics. Another feature de serving our national imitation, is thisthat no one is allowed in Germany to set up a school for the education of the young, without proving his fitness moral and intellectual for the task."

een accepted as evidence of the failure of the legitimate, high toned drama to maintain itself in this city. The experiment character of the French plays, which are o popular as reproduced on the American stage. Of these a leading journal say that they bring the "ordinance of mar riage—the great sateguard of womennto contempt and disrepute," Thei staple is illicit intrigue; their motive th putting of an attractive glass upon conjugal infidelity. How can such debasing pictures of life be witnessed and enjoyed y American ladies ! We are too toleran of such depravity, and should place the drama under a sterner censorship. Even the Christians of this country, who never go to the theatre and do not wish to go haps less, than macadam, for the reason have an interest in resisting its outbreak

The failure of Booth's Theatre has

Are not black lace veils being-to use an expressive slang phrase—"run into the choose to wear vells for a slight protection against wind and dust, but when ladies masked with lace or tulle teach clases in Sumbry Behool, sit chatting a long friendly call, study pictures in art galleries, or try to get the full meaning of preacher or lect urer, we fancy there may be some need of reform. An exchange states that a lady was recently seen at the Astor, Library who procured a volume of Froude's "History of England," and calmiy proceeded to read it through a dotted lace veil. Even it, and your lemonade is ready. Put a

- Single Copies, 5 Cents

Items of Interest.

N. Y. CITY DIRECTORY, 1874-5, just issued, contains 229,508 names. WEST POINT ACADEMY -Since the organization of the institution, 2,549 g adu-ates have been appointed into the army. Of the 1,000 graduates who have filed, onehalf died in the military service; 200

California has a Compulsory Education aw, which will go into effect July 1.

having found their graves on the battle-

A Richmond man, wishing to send a suit of clothes to Montana, and finding that it would cost \$18 by express, forwarded them by mail at an expense of \$4,80.

TRIESTE is the Sea Port of Austria and is situated at the head of the Adriatic Sea, and not in France, as was lately represented in a sheet that has assumed to furnish the Daily Advertiser reliable and truthful in-

The net profits of the Bazaar of the Nations, held at Newark, under the auspices of the Young Men's Christian Association, were something over \$5,000.

Eleven counties of Illinois have ladies as uperintendents of schools. There are three hundred different sects

n England, and seven sprung up during the past year. The construction of the Easton and Amboy Railroad, from Easton, Penn, to Amboy, N. J., is progressing very rapidly and

of the improved roads will be remem- a quantity of gold nuggets. On returnhered only as a wise expenditure, and as ing to this country they will advocate the an investment which brought a prompt and organization of pilgrimages to Rome to be made at stated periods. Pope Pious IX. completed the eighty-

year of his age on the 18th day of

May. His Holiness, it is said, received 170,000 letters of congratulation-12,000 of them from Italians -during one day. The tide seems to be running, for the noment, against the ritualists of England, I'wo cases, one at Exeter and the other at Liverpool, have been decided against them, and Archbishop Talt has introduced

into the House of Lords a bill which is in tended to clip their wings. The London Engineer understands that special commission, appointed by the Russian Society of Manufacture and Trade has reported in tayor of the construction of a tailway from Russia to Pekin, through

The number of pilgrims who visited the

omb of Muhammed at Mecca, this year, is said to have been 160,000; and, awing to he precautions adopted by the Egyptian government, their health has been unusual-For intercepting a telegram, and reading

t, a schoolmaster in Muchester has been sentenced to three months imprisonment. Rabbits have become so scarce in Dennark that an agent of the government of hat country is now in Fran e on a mission o porchase 50,000 to repopulate the Danish

sles with these animals.

A new College for the higher education of women will be opened at Northampton, Mass., in September, 1875. It is now in course o construction. And in this diection the stream is steadily flowing. A Woman should never consent to be

married secretly. She should distrust a

man who has any reasons to shroud in

darkness the act which in his own estima-

ion should be the crowning glory of his

BERMUDA. Bermuda is a group of islands situated about 570 miles Southeast from Bandy Hook, three days hail from New York by steamer. There are numerous islands, over three hundred, not more than twelve of which are inhabited. We enjoy a climate of perpetual spring, the thermometer ranges from 504 to 854, Our islands are principally known in New York as the place from whence early potaties, onions and tomatoes are obtained. The inhabitants are of English descent, and are kind and ho-pitable to strangers ; but I will confine myself to the religious state of Bermuda, The Episcopal is the stablished church. It numbers sieven hurches, and all persons not inconnection with other religious bodies are called Episcopalians, or churchmen. According to the last census, 1871, there were 9.000 Episcopalians, this includes children and il, from the cradle almost to the grave, hough, strictly speaking, there are not note than 1,500 bona fide members of the Episcopal Church in Bermuda.

LEMONADE.—When people feel the need an acid, if they would let vinegar done, and use lemons or apples, they would feel as well satisfied, and receive no mjury. A suggestion may not come amiss is to a good plan, when lemons are cheap a the market, to make good lemon syrup. Press your hand on the lemon, and roll it back and forth briskly on the table to make it squeeze more easily; then press the juice into a bowl or tumbler never into a tin; strain our all the meds, as they rive a bad taste. Remove all the pulp rom the peels, and boil in water a just for a dozen pulps—to extract the acid. 'ew minutes' boiling is enough; then train the water with the julos of the lemons, put a pound of white sugar to a pint of the juice, boil ten minutes, bottle

